

## **TAMPA INTERNATIONAL AIRPORT TARMAC DELAY CONTINGENCY PLAN**

Tampa International Airport has prepared this Tarmac Delay Contingency Plan pursuant to §42301 of the FAA Modernization and Reform Act of 2012. Questions regarding this plan can be directed to Luis Galan at [lgalan@tampaairport.com](mailto:lgalan@tampaairport.com) Tampa International Airport is filing this plan with the Department of Transportation because (1) it is the operator of a commercial airport or (2) this airport may be used by an air carrier described in USC 42301(a)(1) for diversions.

This plan describes how, following excessive tarmac delays and to the extent practicable, Tampa International Airport will:

- Provide for the deplanement of passengers.
- Provide for the sharing of facilities and make gates available at the airport in an emergency.
- Provide a sterile area for passengers who have not yet cleared United States Customs & Border Protection (CBP).

### **Airport Information**

Name of Airport: Tampa International Airport (TPA)

Name and title of person preparing the plan: Luis Galan, Senior Manager of Terminal Operations

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Date of submission of plan: June 2, 2022

Airport Category: Large Hub ☒ Medium Hub ☐ Small Hub ☐ Non Hub ☐

### **Contact Information**

In the event of diversion or other irregular operations events, aircraft operators should contact Operations at **(813) 870-8770**.

### **Plan to Provide for the Deplanement of Passengers Following Excessive Tarmac Delays**

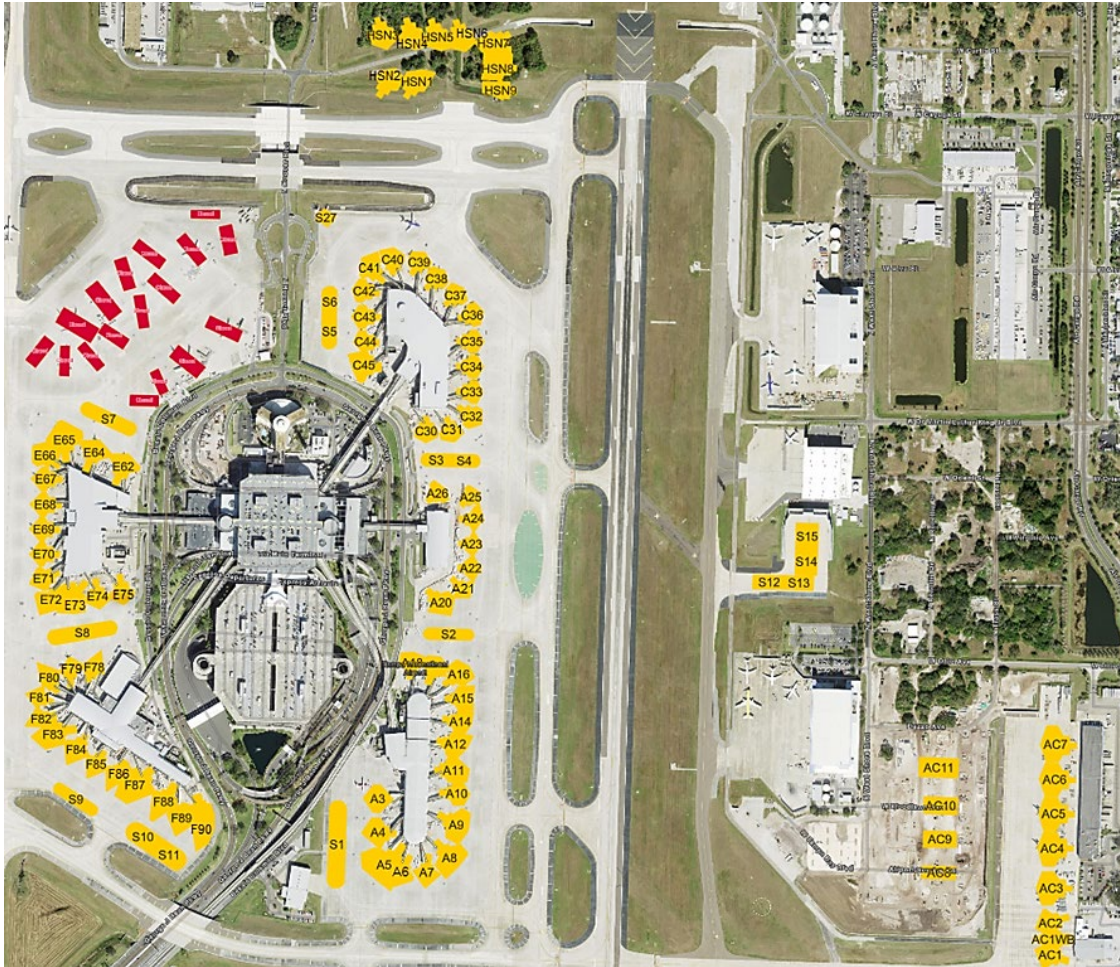
TPA does not own or operate any of the equipment needed to safely deplane passengers from air carrier aircraft and is, therefore, unable on its own to provide for the deplanement of passengers. Additionally, airport personnel are not trained to assist in the deplanement of passengers using equipment owned or operated by air carriers or contract service providers

Upon being contacted at the number listed above, Operations will provide a list of airlines, ground handlers, fixed base operators and others who may have the necessary equipment and personnel to safely deplane passengers to airlines as soon as practicable. It is incumbent upon the air carriers or contract service providers to make arrangements needed to safely deplane passengers.

### **Plan to Provide for the Sharing of Facilities and Make Gates Available at the Airport in an Emergency**

Upon being contacted at the number listed above, Operations will coordinate with the airline to make a gate available to deplane passengers. TPA has 58 gates, of which 21 are controlled by TPA and designated as Common Use, and the remaining 37 are preferentially assigned to tenant air carriers. TPA will make

common use gates available for emergency operations. If additional gates are needed, TPA will direct those tenant air carriers with preferentially assigned gates and other facilities to make available those gates or facilities to an air carrier seeking to deplane at a gate as set forth in the airline lease agreements.



Typically Assigned

AIRLINE	AIRSIDE/GATE
AIR CANADA (AC)	E72
AVELO AIRLINES (XP)	C43
ALASKA AIRLINES (AS)	C42,43
AMERICAN (AA)	F78-79,80,81,84
BRITISH AIRWAYS (BA)	F90,88
BREEZE AIRWAYS (MX)	C44,45
CAYMAN (KX)	F88
COPA (CM)	F85
DELTA (DL)	E62-65, 66, 67, 68
EDELWEISS (WK)	F87
EUROWINGS DISCOVER (4Y)	F88
FRONTIER (F9)	E70,71,74,75
GLOBALX (G6)	F90
JETBLUE (B6)	A10, 11, 12
PORTER AIRLINES (PD)	F85
SILVER AIRWAYS (3M)	A1, A3
SOUTHWEST (WN)	C30-41, F83
SPIRIT (NK)	A16, 17, 18
SUN COUNTRY (SY)	C42
SWIFT (INVICTA) (WQ)	F87
UNITED (UA)	A4, 6, 8, 9
VIRGIN ATLANTIC (VS)	F83
WESTJET (WS)	F86

**TPA COMMON USE GATES & PARKING =**



**FIS Gates:**

Wide Body Gates:

Wide Body Types

**A 1,3,5,7,14,15**

**C 42-45**

**E 69,72,73**

**F 82,83,85-90**

**Leased Gates = 37**

**Common Use Gates = 21**

**A- Sort Common Use Hardstands = 7**

**North Common Use Hardstands = 9**

**Common Use East Air Cargo Hardstands = 11**

**Irregular Operations Parking Locations = 11**

**Airside F: 78,83,85,87,88,90**

**A5,A8,A9,C45,E62,E64,E65,E72,E73,F83,F87,F88,F90**

**A350, A340, A330, B787, B777, B767, B747**

## **Plan to Provide a Sterile Area for Passengers Who Have Not Cleared United States Customs and Border Protection**

TPA has defined sterile areas capable of accommodating limited numbers of international passengers. TPA will work with local CBP officials to ensure international passengers who have not yet cleared United States CBP are deplaned into these sterile areas.

### **Regulated Garbage Processing**

In the event that an international flight is diverted to TPA and responding CBP officers determine that regulated garbage on board the aircraft must be removed and managed, Operations shall assist the airline by providing a list of ground handlers authorized to handle and dispose of regulated garbage at TPA.

## **Public Access to the Tarmac Delay Contingency Plan**

TPA will provide public access to its Tarmac Delay Contingency Plan by posting it on the Airport website - [www.TampaAirport.com](http://www.TampaAirport.com).